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COUNTRY Rumania		DATE DISTRIBUTED 4 MAY 56	
SUBJECT Constanta - Port Conditions/ Hydrographic Information/Boarding Procedure/Port Facilities/ Small Soviet Force Sighted/Other Sightings NAVY review completed.		NO. OF PAGES 6 NO. OF ENCLS. 1	
SUPPLEMENT TO REPORT #			
THIS IS UNEVALUATED INFORMATION			
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[The Office of Naval Intelligence (DIO 1-MD Ser 6-56) furnished the following information to CIA for IAC dissemination per para 3c of NSCID #1].			
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Constanta, Rumania, Approaching the port there are a series of green marker buoys surrounding a sunken wreck located at approximately 28-40-14 N and 44-09-20 E. It is possible to leave the wreck either to port or to starboard. There is a signal station at the harbor entrance at the tip of the inboard extension of the East Breakwater. This station maintains a searchlight and flag hoist watch. It has a gun position in which two guns can be seen.			
Hydrographic Information:			
3. The depth of water at the harbor entrance between the lights of the East Breakwater and the Petroleum Basin was exactly 30 ft. While tied up to the south side of the quay at the north end of the East Breakwater, a lead line was put over the side and depth of 25 ft was measured.			
Boarding Procedure:			
4. met by a pilot and one armed guard approximately one mile due east of the East Breakwater. From this point, the ship proceeded to the middle of the harbor opposite the New Quay where she was boarded			

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by two officers and ten soldiers. The latter searched the vessel for five hours while the officers checked ship's papers and passports. The radio was sealed and although the search party explored all spaces of the ship, no compartments were sealed and nothing was removed. The searchers employed no mechanical devices. The same number of men conducted the outbound search which lasted for a period of approximately two hours, although it was performed in a perfunctory manner.

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#### Small Soviet Force and Other Naval Craft Sighted:

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5. While [redacted] at Constanta [redacted] a Soviet task force consisting of one new battleship, three new cruisers and four or five destroyers approach Constanta harbor. The vessels flew the Soviet ensign [redacted]. This task force was grouped a few miles off shore and was intercepted by two Rumanian small destroyers, whose armament consisted of one gun mount fore and aft, and five or six frigates, which steamed out to meet it. All vessels were absent from the port for a period of two days for [redacted] maneuvers. [redacted] these vessels were always close to the harbor, for eight armed soldiers were stationed onboard [redacted] for the purpose of preventing observation from the seaward side of the ship. After two days, only the Rumanian vessels returned to port and one of the small destroyers sailed directly into the Floating Dock Basin for repairs. The vessel's hull structure appeared dished in as though it had been in collision with another vessel. [redacted] no submarines in or around the port. The small Rumanian vessels which went out of port to meet the Soviet force were the only naval craft in port during the visit of our ship.

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#### Aircraft Activity:

6. The only aircraft [redacted] were two twin-engine jet fighters flying together at medium altitude. [redacted] the jet engines were physically separated from the fuselage, [redacted] apparently in pods from the wings. Since the flight observed took place at a different time from the naval maneuvers, it seems clear that there was no connection between the two.

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#### Port Facilities:

7. In order to unload the sugar cargo, four 3-ton mobile electric cranes UNCODEDracks were used. These cranes appeared to be in good condition. There was one mobile electric crane of approximately five tons capacity located along the inbound edge of the northern part of the East Breakwater. [redacted] this crane was for naval use only. At the juncture of this quay and the East Breakwater there was a naval workshop. [redacted] it was a single story rectangular structure in which metal work appeared to be performed. Along the most northern pier area running approximately east and west, [redacted] eight mobile electric cranes, each of about three tons capacity. There were no cranes available along the northern side of the

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quay parallel to and north of the New Quay. The loading of cement at this quay was accomplished by the ship's gear (booms and winches), as was the loading at the southern side of the New Quay. There were no facilities except a few pipelines along the New Quay. The cargo was brought from the shore to the quay by self-propelled platform carts; it was then stockpiled next to the ship.

Bunkers:

8. [redacted] fuel bunkers at the eastern end of the New Petroleum Basin directly across from the New Quay. The fuel was delivered at a rate of approximately 80 tons per hour by a hose of approximately 12 inches in diameter. There were several oil lines serving this quay but I do not recall exactly how many. Payment in US dollars was requested for the bunkers.

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Port Construction:

9. Along the most northern pier area running approximately east and west, a building of about 300 ft in length and two stories in height is being constructed. [redacted] it is close to rail lines, it could be used as a warehouse. The repair work was almost complete on the quay north of the New Quay. The section under repair was on the southern side and extended from the outboard edge inward along the quay for approximately 300 ft. Several cement mixers were in evidence along this area and workers appeared to be patching up and finishing the surface.

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Merchant Shipping:

10. [redacted] a Czechoslovakian merchant vessel loading in the New Petroleum Basin inboard along the southern quay. this vessel was not a tanker

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[redacted] the Czechoslovakian merchant vessel was loading explosives for Communist China and that explosives were leaving Constanta in Czechoslovakian bottoms on the average of two per month. these explosives were probably for military purposes rather than for mining or engineering purposes.

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Camera Restrictions:

11. It is no longer required that cameras be secured upon entering the port of Constanta. One crew member, no longer on board, took a number of photographs of the port.

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